

NOT BATTLE IN THE COMMONS

O'BRIEN AND LLOYD-GEORGE
CHARGE FALSEHOOD.Brilliantly Answered Redmond and
Asquith Denies Promising the Irish
Anything—But They Decide to Sup-
port Him—Budget Vote 345 to 252.

Special Cable Dispatch to THE SUN.

LONDON, April 18.—There was a battle in the House of Commons to-day in which the seceding Irish members took a leading part, Messrs. Asquith, Lloyd-George and Balfour also contributing their share to the excitement. The House was crowded to listen to William O'Brien's statement in regard to the famous interview with Chancellor of the Exchequer Lloyd-George. The Prime Minister and many peers were present in the galleries and Ambassadors and foreign Ministers filled the distinguished strangers' gallery.

William O'Brien, it will be recalled, made certain statements as to what Lloyd-George said the Government would do in order to win Irish support for the budget. Mr. O'Brien said at a meeting in Cork city that after the last interview with Mr. Lloyd-George he had sent him a letter in regard to what the Irish wished in return for their support of the Government. Mr. O'Brien said that after a second interview with Mr. Lloyd-George at which he read this letter aloud the Chancellor of the Exchequer said in reply that he had never received this letter and that it had never been read to him. Thereupon Mr. O'Brien declared that he would make his reply to the Minister in the House of Commons.

Mr. O'Brien began his statement to-day by saying that on the day after he made his statement in the Commons, February 27, he was asked to meet a high officer of the Government and he discussed the situation with this officer for an hour. Subsequently he was asked to meet the Chancellor of the Exchequer, Mr. Lloyd-George. He did so at the private house of a prominent member of the Ministry.

At this meeting, Mr. O'Brien said, the Chancellor of the Exchequer distinctly stated that he saw no serious difference between his own views and those of the Government as to the budget and land purchase and asked them to put their proposals in writing, promising to lay these proposals before John Redmond, John Dillon and T. P. O'Connor, the other Irish leaders, to see if some agreement could be arrived at.

Mr. O'Brien continued that after he had received an intimation that the Nationalist leaders refused to meet him and that it was not true that a bargain had been made with the Government, he decided to make the matter public. At his second interview with the Chancellor of the Exchequer he read out every word of the letter which he had drafted for presentation to Mr. Lloyd-George.

When that gentleman, knowing that these parts of that interview took place without witnesses, denied all knowledge of the letter referred to it raised an issue of truthfulness and straight dealing when he (Mr. O'Brien) was right willing to allow to be judged by those who knew the Chancellor of the Exchequer and those who knew Mr. O'Brien.

In the face of such shocking divergence between private professions and public action, he (Mr. O'Brien) did not know what the honorable gentleman's code of honor was, but he knew it was not his (Mr. O'Brien's). He was, perhaps, unwise in trusting himself alone at the second interview with the gentleman who had made such an absolutely unjust and absolutely brutal charge against him.

Instead of gaining great concessions, said Mr. O'Brien, Ireland was made to get a worse lot. A couple of cranks, who were dropped from the treasury bench, if, concluded Mr. O'Brien, there was any doubt left as to the truth of what he said the Government could appoint a select committee to prove the question.

Chancellor of the Exchequer Lloyd-George, who rose amid loud Ministerial cheers, said the honorable member had made public the part of the interview which he wanted him. He (Lloyd-George) had to trust entirely to his memory in regard to the part of the interview in which he had held with all sorts of people. He had never been given any except on this occasion. Mr. O'Brien had published an account of a private interview without asking permission and he alone in the House of Commons was guilty of having done this.

Continuing, Mr. Lloyd-George said Mr. O'Brien had friends in the Tory press among the enemies of his country—dead enemies and cries of "Who are those?" the Tory party, continued the Chancellor, which had thrown all the national aspirations of Ireland, a party which had cheered when Mr. O'Brien was attacking the personal honor of a Minister. That was their sense of fair play. They cheered the attack before they had even heard what the Minister had to say for himself.

At the second interview, Mr. Lloyd-George said, Mr. O'Brien read what purported to be a memorandum of what purported to have taken place at the first interview, but the speaker stopped him and said that not only did he not know of it, but that he was not in a position to make promises. If the honorable gentleman had a letter to write to him he should have sent it along.

Mr. Lloyd-George said that among the things which had prompted him to see the Irish members was not only his concern for the budget but that he viewed with horror the prospects of a quarrel between two democracies. He was not, however, of the part he had taken in regard to that feud, and he asked the House to take account of the transaction as a perfectly truthful one. The Chancellor of the Exchequer wound up by saying:

"I have received a letter from the honorable gentleman. The first I heard of it was when I read it in the House. I have absolutely no recollection of reading any letter to me."

In reply to a statement by Mr. Asquith that he had referred at some length to the "bargain" of the Ministry with the Nationalists for support of the budget, Prime Minister Asquith rose and declared that he took the earliest opportunity to give that statement the most absolute and absolute contradiction. There had not been and was not now, he said, anything in the nature of an agreement between the followers of John Redmond and the Government.

Mr. Healy, one of the Irish seceders, said the Premier had no bargain with Mr. Redmond, whom he had sized up at his true political value as a man without an ounce of political backbone. [Laughter.] The next day could have expected of the Minister of seventy Irish votes on the question of budget negotiations was that he would have been a fool. [Laughter.] The Premier if unable to get guarantees in support of the budget would go to the country.

HOPE TO SAVE MINNEHAHA

ALL HER PEOPLE SAFE ON ONE OF THE SKILLY ISLANDS.

No Panic When Vessel Went on the Rocks
After Days Without an Observation
—Discipline Splendid—Speedy Help
—Taking Off the Cattle and Cargo.

Special Cable Dispatch to THE SUN.

LONDON, April 18.—At the latest reports from the Skilly Islands, where the Atlantic Transport liner Minnehaha went ashore in the fog early this morning, the crew of the ship is now employed in lightening the cargo.

The passengers were comfortably cared for in Hugh Town, St. Mary's, all day. They were accommodated in the two hotels which are situated in the town. The officers and the members of the crew were all landed safely on Bryher Island, but returned to the ship this morning. Some were camped in the town hall of Hugh Town. Every lodging house was packed to its limit.

St. Mary's is the largest of the Skilly Islands. This evening the passengers were embarked on the mail steamer Lynx, bound there until to-morrow, when they will leave for Penzance. They will arrive in Paddington station in London early to-day.

The Minnehaha lies inside the Skilly rock, with her bow pointing to the westward. She has a hole amidships, and there is twenty feet of water in her hold. The engine and boiler rooms are intact, but it is not thought likely that she will be floated within some days.

According to late reports there is but a slight chance of saving the stranded vessel. The captain and a part of the crew are standing by all night with tugs in the hope that they may be able to save the ship. The sea is moderate.

Work at the scene of the wreck was abandoned this evening for the night, but another effort will be made in the morning to float her. The crew has been getting the cargo off her all day. A large quantity of wax, automobiles, machinery and pianos were taken out of the hold and some of the cattle were swum ashore. They were landed on the nearest island, but it was found necessary to send fodder ashore to feed them. The island on which they now are is uninhabited and nothing is growing there but bracken.

The loss of the Minnehaha, if the vessel is not pulled off the rocks, will be severe to the owners of the Atlantic Transport Line. They carry their own insurance on their vessels. By the irony of fate the cargo, which is heavily insured, will be mostly saved. Salvage work from this time on will depend very much upon the weather. Even if the vessel itself is saved there will be a big bill for repairs. The insurance premium if a policy is issued, will be large. The premium fluctuates to-day and finally settled at 50 per cent.

The officers of the Minnehaha say that owing to the thick weather they had been unable to take observations for three days. Late last night the lookout was eagerly searching for Bishop lighthouse when he sighted rocks ahead. One passenger says he distinctly felt a grating sensation and a minute later the ship struck.

The weather was very thick when the vessel struck. Those on deck had no sight of land until they found themselves alongside a high crag. The officers and crew were perfectly calm.

Most of the passengers were asleep when the liner struck. Only four were on deck, the rest having gone below long before.

One of those who had remained up said that he was standing amidships looking over the rail when he suddenly saw rocks ahead. Almost at the same instant the captain discovered a rock alongside and he ordered the ship put about so as to head to seaward.

"We thought we were safe," this passenger said, "but in less than five minutes the ship struck and remained fast. Every one was called on deck. The ladies generally had but little time to devote to their toilets and as a consequence a number of them appeared on deck in scanty attire. The men seemed to have more time and fared better from the standpoint of dress."

It was seen at once that the ship was taking in water and the lifeboats were lowered. The women were placed in these first and the men passengers afterward. By this time boats began to arrive from Bryher Island. They helped take off the people and piloted the ship's boats toward the shore. The boats subsequently returned for the passengers' baggage and also for provisions, as the resources on Bryher Island, which is the nearest inhabited island in Skilly, were somewhat exhausted. Bryher has a population of only 100 and is one of the ruggedest islands of the group. Great weather-beaten rocks stand up on the western side, where the Atlantic has cut out enormous caves. The passengers all landed in safety and the kind-hearted Bryher Islanders made them as comfortable as possible.

The correspondent of THE SUN saw most of the passengers, and all agreed as to the utter absence of anything resembling a panic. All were loud in their praise of the officers, especially the chief mate.

After the passengers were landed the stewards with the most scrupulous care packed all the articles which were strewn about in the various cabins and which had been left where they lay by the passengers.

S. Lamberger of New York, one of the passengers, discussing the wreck, said to-day: "When the shore boats arrived alongside we were ordered into them and had some difficulty in complying. We came down the high side of the ship with some difficulty, but no one lost his footing in spite of the fact that the wire ladder offered only a precarious foothold. As soon as we reached the shore the Islanders treated us with the finest courtesy and hospitality. The ship's crew behaved splendidly."

Mr. Lamberger in speaking of the impossibility of taking observations said: "It is my belief that the officers were uneasy for a day or two before we struck. The captain never quit the bridge for at least twenty-four hours before the accident."

Robert King of Schenectady, who was among those on board, said that he knew nothing whatever of the disaster till he heard the officers ordering all on deck. The passengers accepted the assurances of those in authority that there was no real danger. A few of the women among the passengers, he said, were inclined to be excited and showed symptoms of hysteria, but there was nothing approaching a panic. He warmly praised the conduct of the officers and the crew. The latter especially deserved great credit for the excellent discipline maintained under the most trying circumstances.

By a strange coincidence, a Mrs. Calvert and her two little daughters, who were among the passengers, are residents of the town of Schenectady.

THE WALL STREET "EVENING SUN."

The Wall Street edition of THE EVENING SUN contains all the financial news and the stock and bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices of additional news matter, are contained also in the night edition of THE EVENING SUN.

BISHOP AND PRIESTS DROWNED

TRAGEDY SUPPLEMENTS RIOTS AT CHANG SHA.

Spanish Missionaries Lost When British Gunboat Hit a Junk Thrilling Escape of American Family From Mob of Incendiaries—Yale Plant in Danger.

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The attack of the rioters upon the mission was so sudden and fierce that Dr. and Mrs. Hume had no chance to gather up any of their valuables before setting forth for some place of refuge. The Governor's residence was the first place of safety that came into their minds. Flaming attacks, though the burning mission was surrounded by the murderous Chinese, they reached the Yamen and asylum was given them. They had scarcely passed through the door, however, when another pack of rioters descended on this structure and fired it.

Seeing that it was doomed, Dr. and Mrs. Hume took their children and started by a circuitous route for the river. Even though they should gain it they were not certain they would be able to get quarters on a boat. With this anxiety in their minds they pressed bravely on, taking an alley here and there wherever the least threatening.

At last they found themselves safe on board a river boat and bound down stream to Hankow, which city has so far been practically free from rioting. Once arrived at Hankow it was an easy matter for the Humes to find missionary friends who would take them in.

According to the cable message the Yale University mission was entirely destroyed. Hospital, dispensary, schools and all other buildings must be rebuilt as well as the homes of the staff. The mission was erected only after great effort and was considered one of the finest in all China.

NEW HAVEN, April 18.—The executive committee of the Yale Missionary Society voted this afternoon to reestablish at the earliest possible date the Yale mission at Chang Sha, China, which was destroyed last week when the race riots broke out in that city. The Yale men here who are back from the mission are not discouraged, although according to Prof. W. H. Salmon, the secretary of the committee, the work has been seriously set back. It is said that the Yale missionaries in the field will go at the work again with renewed vigor and that the Yale influence will soon be a power in China to be reckoned with.

The destruction of the buildings will not be a total loss to the mission, as the property was insured against just such risks. According to Prof. Salmon, the Yale property in Chang Sha consists of a lot about 200 by 80 feet on one of the main streets in the center of the city, a few doors from the new Government Post Office. On this ground stood a warehouse which was converted into a chapel, school rooms and dwelling quarters. It is lived in by Dr. Hume and his family, W. J. Fall, of D. H. Leavenworth, Miss Gage, and about fifty students.

The property is owned by the mission. On the opposite side of the street were the dispensary and hospital in charge of Dr. E. H. Hume, 37, and Fu-chun Yen, 36, M. S. Drs. Hume and Yen, however, had living quarters about a mile from the hospital. This property is leased by the mission.

It is planned this summer to send out K. S. Latourette, 36, and E. P. Harvey, 39.

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But to figure the confidence that a medium inspires you must study what that medium has done to deserve it.

A product worthy of success can be advertised to a failure if the medium used does not possess the confidence of the public.

We have the exclusive control and sale of all advertising space in the

New York City Surface Cars And 5th Avenue Auto Buses

No patent medicines or objectionable announcements. Study the cards—we have a standard.

New York City Car Advertising Company

225 Fifth Avenue Telephone 4680 Madison

No Extra Charge for It. Advertisements for THE SUN and THE EVENING SUN may be left at any American District Messenger office in the city.

Substitutes Are Dangerous

There is Only One Medicinal Whiskey. Beware of So-called Medicinal Whiskies.

Unscrupulous dealers, mindful only of their profit and caring nothing for the health of their patrons, are offering for sale low grade mixtures, which they tell you are "as good as Duffy's Pure Malt Whiskey."

Some go so far as to try to make you believe it is Duffy's Pure Malt Whiskey. These cheap concoctions are foisted on the people with the intent to deceive.

When a remedy has been before the public for more than half a century, has been prescribed and used by the best doctors and in prominent hospitals, and has carried the blessing of health into so many thousands of homes as Duffy's Pure Malt Whiskey has, imitations are bound to arise. They may imitate the bottle and label only—no one can imitate the contents.

Duffy's Pure Malt Whiskey has been used with remarkable results in the treatment of Consumption, Pneumonia, Grip, Coughs, Colds, Malaria, Fevers, Stomach Troubles and all wasting and diseased conditions.

It is sold in SEALED BOTTLES ONLY. The Old Chemist's Head is on the label, and over the cork is an engraved seal. Be certain the seal is unbroken. Sold by druggists, grocers, dealers, or direct, \$1.00 a large bottle.

Write Medical Department, The Duffy Malt Whiskey Co., Rochester, N. Y., for free advice and valuable medical booklet containing testimonials and common sense rules for health.

Facsimile regular size

WIND FATAL TO RAILROASTS.

No Sign of Fire on the Deltazach Wreck or Victims' Bodies.

Special Cable Dispatch to THE SUN.

BERLIN, April 18.—An examination of what remains of the halcyon Deltazach, which was wrecked near Bitterfeld yesterday morning, and of the bodies of the four men who were killed shows that the big bag was not struck by lightning, as at first supposed. There are no signs of burns on the bodies of the victims nor of fire in the envelope of the balloon. It is now thought the accident was caused by a whirlwind tearing the cover of the big gas bag.

FIRE ON THE GRANGEWOOD.

Steamer From Colon Put in to Kingston With Blazing Bunkers.

SPECIAL CABLE DISPATCH TO THE SUN.

KINGSTON, Jamaica, April 18.—The British steamship Grangewood, Capt. Hartsell, from Colon for Cuba put in here this morning with fire in her coal bunkers.

The compartments were flooded.

Connaught Not Coming to Canada.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, April 18.—It has been stated here by some of the newspapers that the Duke of Connaught, who is King Edward, had accepted an invitation to attend the Toronto exposition. The Telegraph claims to have the authority of the Duke himself to deny the report.

Erasmus's Silence Worries Peru.

SPECIAL CABLE DISPATCH TO THE SUN.

LIMA, Peru, April 18.—There is much uneasiness here owing to the fact that Ecuador has made no reply to the counter proposals which were sent by Peru several days ago.

Around the World to Wed and Get Home.

MONTROSE, Pa., April 18.—After coming 10,000 miles to claim his bride, Joseph Alberton, who is to be married here to-morrow to Beatrice Larnie, will leave on a 15,000 mile journey with her. Alberton is a district superintendent of public schools in the Philippines, and he and Miss Larnie have been engaged for four years.

He went to Manila soon after the engagement. Some time ago he got a leave of absence and travelled the 10,000 miles to this city to wed. The honeymoon trip home will be over a route 15,000 miles long.

Suits & Company

Broadway 34th Street

Suits & Topcoats for Men at \$15 to \$43

Of all words commonly employed in advertising description, "quality" is the most elusive. Clothes may be thoroughly "good" in so far as the quality of materials be concerned, yet absolutely lacking in all that appeals to the man who wants—and must have—individuality in his Apparel.

Quality of fabrics is confined to no one clothes shop—in fact, the merest suggestion of its absence puts that shop which is under suspicion beneath the level of reliability.

But the very best of fabrics united with designing and craftsmanship of the highest order is a combination so rare that it has won for garments of our production a reputation that will endure.

To-order Shirts for Men

PLAIN MODELS, 4 FOR \$10
PLEATED MODELS, 4 FOR \$12

We have brought about a complete change of sentiment on the part of those who have thought that Shirts made to individual order must necessarily be costly. It is not so.

In a way, our prices are somewhat revolutionary, being the lowest ever quoted for To-order Shirts of high grade—both in materials and workmanship. Fit guaranteed.

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